



1/26/06

GENERAL ORDERS

SB 866 (Gilbert)

SB 866 would amend the State School Aid Act to allow an intermediate school district (ISD) that purchased a special education transportation service from a constituent district under specific conditions, to continue to report to the State for reimbursement the cost associated with the service; and require the Department of Education to remove that amount from the costs reported by the constituent district. An ISD in St. Clair County was previously paying a private entity for various special education transportation services. During that time, the ISD submitted the costs associated with those services to the Department of Education for reimbursement, which equaled approximately 70% of the costs. The ISD determined that it could purchase the same services at a reduced cost from a constituent local school district, saving money for both the ISD and the State when the ISD submitted the lower costs for reimbursement. Under the law, however, the ISD was prohibited from submitting the costs associated with the contract, because the constituent local district was the entity actually incurring the costs (e.g., the employment of mechanics, heating of garage, storage costs, and tools). The law does not allow both the ISD and the local district to submit the costs for the same services.

- *SB 866 was moved to 3rd reading of Bills [no amendments].*
- **SB 866 was passed with IE [RC 39: 35 yes, 0 no].**

THIRD READING OF BILLS

SB 567 (George)

SB 568 (Gilbert)

SB 911 (Gilbert)

HIGHWAY ADVERTISING

The bills would strike an appropriate balance between the preservation of the State's aesthetic qualities and the promotion of economic activity.

Senate Bill 567 would institute a moratorium on new billboards, ensuring that Michigan's scenic landscapes were not marred by the construction of further roadside signs.

- Committee S-1 was adopted.
- SB 567 was moved to 3rd reading of bills.

Senate Bill 568 would reduce State revenue associated with the requirement that a sign owner apply for a separate permit for each sign for each highway subject to the Act from which the sign's facing is visible. It is unknown how many signs would fall under the new single permit requirement. The bill would increase State revenue by allowing MDOT to issue vegetation management permits to sign owners. This permit would cost \$50. It is unknown how many sign owners would apply for a vegetation management permit; therefore, the fiscal impact is indeterminate at this time. As part of the permit process, sign owners would be required to develop a vegetation management plan identifying vegetation to be removed, trimmed, or relocated, according to certain criteria. Sign owners would be responsible for paying a tree replacement fee for any approved tree removals under the management plan. This provision also would result in increased State revenue.

- Committee S-1 was adopted.
- SB 568 was moved to 3rd reading of bills.

Senate Bill 911 would regulates encroachments and obstructions on highways and the use of highways by public utilities, to specify that the statute would not apply to the use of rights-of-way in the administration of the vegetation management program under the Highway Advertising Act.

- SB 911 was moved to 3rd reading of bills [no amendments].

SB 779 (Gilbert)

SB 779 amends the Michigan Vehicle Code to eliminate the December 31, 2006, sunset on a weight restriction on a combination of truck tractor and semitrailer with up to five axles used to haul agricultural commodities.

- Gilbert 1 was adopted.
- SB 779 was moved to 3rd reading of bills.

SB 932 (Allen)

Senate Bill 932 would amend the Pupil Transportation Act to revise school bus regulations and replace certain regulations with Federal requirements. Specifically, the bill would do the following: Eliminate the definition of "pupil transportation vehicle", redefine "school bus", and delete various references to pupil transportation vehicles. Prohibit a school from directly operating a motor bus for, and a motor carrier from using a motor bus for, pupil transportation. Require a motor bus built to school bus specifications that complied with the applicable Federal

motor vehicle safety standards to comply with the Act. Increase the maximum allowable size of a school bus. Revise regulations regarding school bus inspections. Require a person to obtain a school bus endorsement under the Michigan Vehicle Code in order to operate a school bus. Require a commercial driver license skills test to be administered to a school bus driver whose license was suspended, revoked, or canceled; who was disqualified from driving a commercial motor vehicle or school bus; or who had been convicted of specified traffic violations. Repeal a section requiring the Michigan Department of Education (MDE) to administer an on-road driver skills test to each school bus driver. -- Revise the educational requirements for the person or people in charge of school bus operations at a school. Revise specifications for school bus floors, windshields, mirrors, fire extinguishers, first aid kits, and markings. Make a violation of the Act a State civil infraction rather than a misdemeanor. Repeal a section requiring a school to report to the MDE school bus fires and accidents; and requiring the MDE to provide recommendations for change to each school.

- Committee S-1 was adopted.
- SB 932 was moved to 3rd reading of bills.

HB 5104 (Caswell)

House Bill 5104 would amend the Michigan Vehicle Code to increase from 55 to 60 miles per hour the speed limit for a truck or truck-tractor being operated on a freeway on which the maximum speed is 70 miles per hour; and revise the speed limit for a person operating a passenger vehicle towing another vehicle or trailer.

- Gilbert 1 was adopted.
- HB 5104 was moved to 3rd reading of bills.